

NEW YORK, SUNDAY, FEBRUARY 2, 1919.—Copyright, 1919, by the Sun Printing and Publishing Association.

AMERICAN ARCHITECTS GO BACK TO EARLY ENGLISH
MOTIVES FOR FRESH INSPIRATION IN HOME DESIGNINGSeek to Combine
Homely Attract-
iveness of the Brit-
ish House With
Ideals of American
Home Life

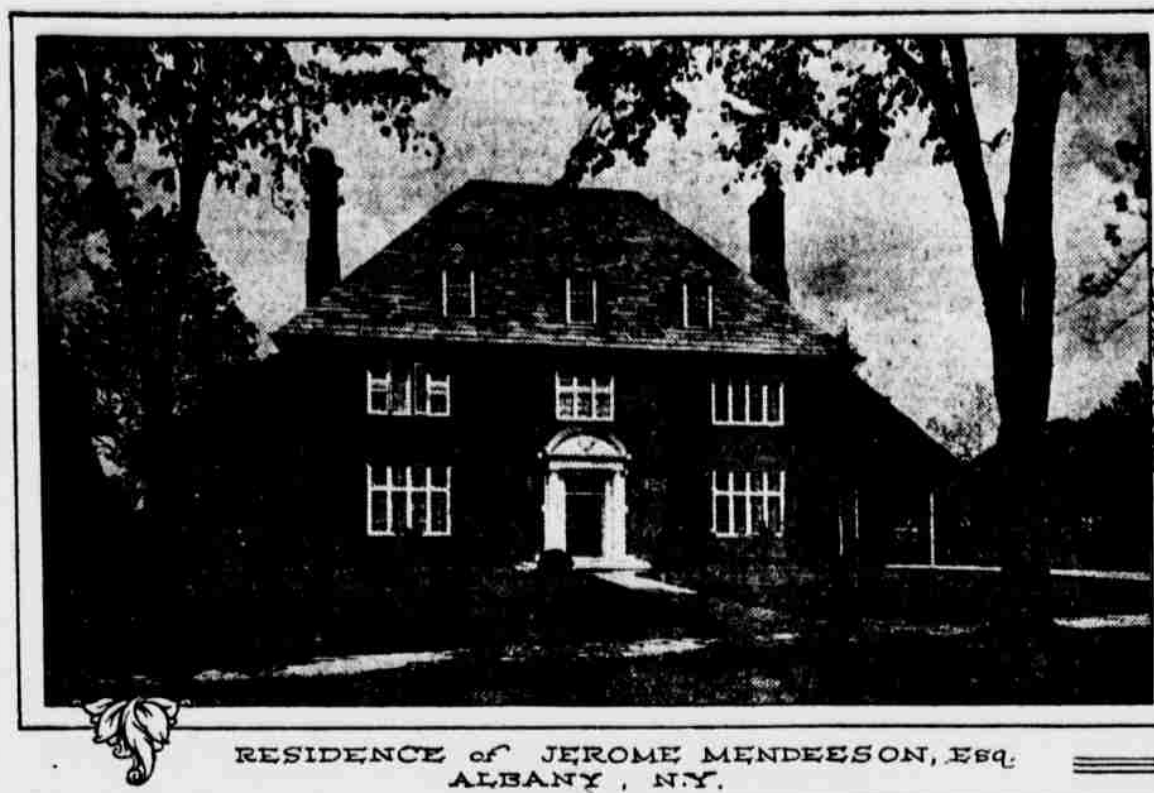
America has about passed through her adolescence of nondescript architecture. The day of suburban home horrors has reached its twilight. Atrocities such as two story cottages, built in starchy and tardy imitation of Grecian architecture and Moorish castles, are coming to be regarded with a proper degree of abhorrence. Even by the layman's eye, the ugliness of the modernized American house is now recognized as the cardinal principle of home construction.

Year by year the American public shows an increasing appreciation of the artistic qualities of domestic buildings and when a new note is struck in architecture or a revised style reasserts itself the American home builder wants to know about it. In view of this architectural reawakening—not to say reformation—it is interesting to note the recent trend in American domestic building toward early English architecture.

The realization of this tendency need not come as a shock to the lover of tradition, for the good old Colonial, the oldest form of architecture in America, came from England and is nothing more or less than an outgrowth of the English Georgian school.

The growing enthusiasm for the early English, therefore, cannot be regarded as a violation of nationalistic sentiment or as an attempt to supersede the Colonial, which will live forever as an American visualization of what a gentleman's home should be. In the strict sense of the word it is not even a revival, but an attempt to blend the better qualities found in houses large and small throughout home loving England with the essentials necessary to modern American life. It has this decided advantage, that it gets away from the use of wood as the principal material in the construction of homes. The too liberal use of wood was, of course, dictated by necessity in the earlier stages of America's architectural history, and to it may be attributed most of the tardiness and non-permanency of construction in the average American suburb.

In their attempt to do away with this flimsiness and at the same time hit upon a style that will be adaptable to domestic work, many American architects are following the lead set by their British contemporaries, and are going back for inspiration to the period before the Renaissance, when domestic architecture was informal, unaffected and

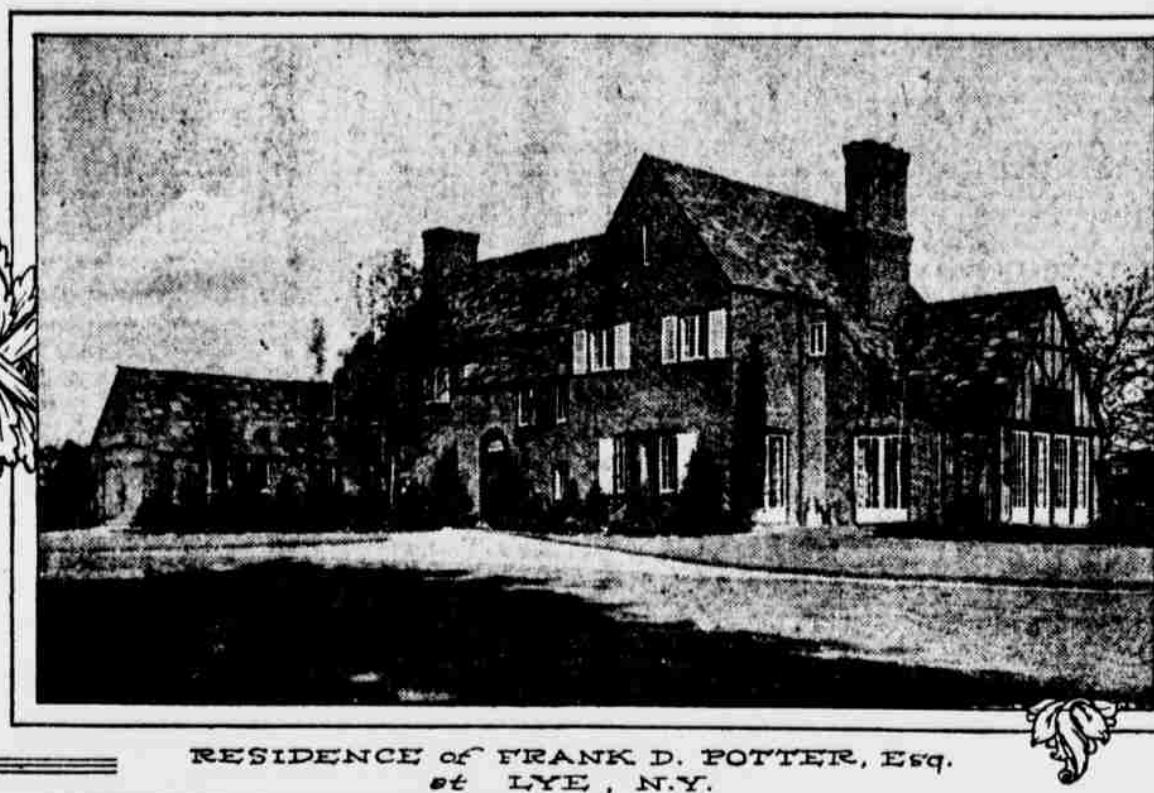
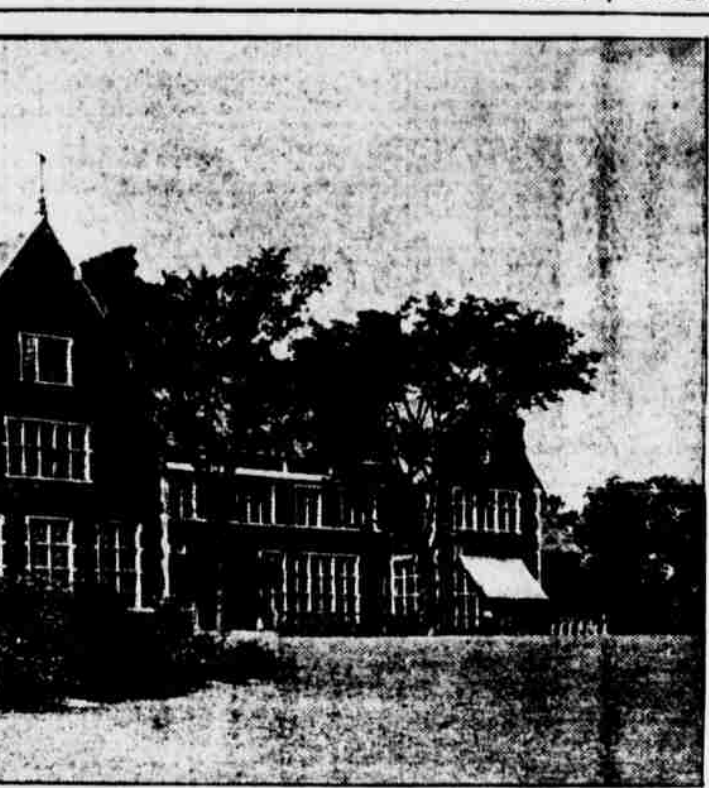
RESIDENCE OF JEROME MENDELESON, Esq.
ALBANY, N.Y.

simple, and men built homes that were homely in the literal sense alone.

Some excellent examples of early English motives and forms, employed to inject a new note into American home designing, are shown in the pictures accompanying this article. The illustrations are photographic reproductions of recently built homes designed by Lewis Colt Albro, an architect of 2 West Forty-second street. The most pretentious is "Hillbrook," the residence of the architect at Rose, N. Y. This is a "great house" of the Tudor period, built far back in a park, as the English liked to place their manor-houses. It is a house with modern every American convenience and all those luxuries, such as sun parlors, elevators, and breakfast rooms, which are becoming essentials in American country life.

The residence of Jerome Mendelson, at Albany, N. Y., is also a large house and is typical of the simpler kind of English domestic work antedating the days of Inigo Jones.

Here the high pitched roof gives a wonderful skyline and the English chimney becomes a most important note in the general design. The white marble entrance in reality belongs to a later period, that of the early Renaissance, but this blending of periods is characteristic of much of the finer class of residential work.

RESIDENCE OF FRANK D. POTTER, Esq.
LYE, N.Y.HILLBROOK, RESIDENCE OF GEORGE ARENTS, JR., Esq.
RYE, N.Y.UNCLE SAM SHOWS
SKILL AS A BUILDERModel Homes for Workers Put Up by
Him at Perryville Cost From
\$3,000 to \$5,000 Each

(In its Real Estate Section of Sunday, January 13, THE SUN published an account of Uncle Sam's achievements in providing model homes for his workers at Perryville, Md. That article, covering in a general way the method of procedure followed by the Government in carrying out its housing program, brought a number of requests from readers for specific information regarding the actual building of the houses. In response to these requests, THE SUN has prepared the following description of the community designed by the Government architects for the Atlas Powder Plant at Perryville, Md., under the assumption that the details contained therein would be of help to people in moderate circumstances, who contemplate the building of homes, as well as to those who are concerned with housing problem on the larger aspect.)

As the Washington-New York Express points out upon the long bridge spanning the Susquehanna River in Maryland, the attention of the passenger is drawn to a town of new houses on the opposite bank of the broad stream. This town, built by green-backed ground of oak trees, this cluster of stately white homes presents the appearance of a miracle city. On one side, however, its reality is attested by the smoke rising from the factory chimneys towering behind the screen of woods.

Another touch of realism is afforded in the still evident signs of rapid construction work, for in the early part of the last summer the oak forest still stood to the river's edge. In the short time which has elapsed since then, there has arisen the new town of Perryville, built as town planners and housing idealists have dreamed of, completely foreseen in all its aspects as the land was being cleared and made ready for building. The development of this new community, located apart from old Perryville and characteristically American in its design and ideals, would not be complete without a brief history of the reasons for its existence.

Immediately upon the declaration of war, the United States Government, in its contemplated development of the war effort, followed the example of Great Britain, listened to the counsel of students of industrial economics, and wisely decided to assist in the stabilization of labor by providing proper housing for workers at points where production efficiency and the holding down of labor turnover were imperative.

Origin of Housing Project.
In the Army Ordnance Department great war contracts were to be let and industries were to be financed. Naturally the question of labor became one of prime importance and an industrial service section of the Ordnance Department was entrusted with a housing branch as one of its important activities. The work of developing this housing branch to supervise home building activities in connection with war production was entrusted to Perry R. MacNeille of New York City, one of the pioneer housing experts of the United States.

When the great new plant of the Atlas Powder Company at Perryville was authorized it was realized that the

scarcity of homes for workmen in this district would necessitate the provision of industrial housing as part of the plant. Mr. MacNeille was called upon to select the site, plan the development, and select the architects. He selected the site, and the plan, and the architects, and the construction, and the maintenance of the community.

The site selected, on the bank of the Susquehanna, is a generally level plateau averaging fifteen feet above the river. It is bounded on the north by a heavy growth of trees, effectively screening the town from the factory. Its advantages were actual proximity to the plant with effective separation from it and protection from the noise and smoke; good elevation above high water; good water supply and accessibility by railroad and turnpike to the main town of Perryville. Its topography and natural scenic features render it a picturesque and eminently fitted location for a home development.

The general street layout has its main avenues running parallel to the river in order that the cross streets may open up vistas and act as air channels direct to the water. The property is naturally divided into two sections by a wooded ravine which offers a natural site for a central parking place. Here is located the school, with wide terraces and an outlook over the park to the river.

River Front Used for Park.
Adding to the picturesque beauty of this spot is the old Manor, a home of ante-bellum days which has been remodelled and is now used by the general manager of the Atlas plant.

The entire river front, as well as property adjoining the main entrance to the town, has been reserved and laid out in parks for public use. In the park at the main entrance a recreation ground is planned.

The westerly section of the property, lying between the railroad and the central park, is the first half of the development, now completely built, and contains in all 187 homes for married men. In boarding houses, located on the northerly side of the property and adjacent to the plant and restaurant, single men are comfortably housed, and quarters are provided in each building for caretakers and their families.

In this section two additional streets, one on the northerly side, known as the Plaza, the other at the park on the river. Around the Plaza are grouped the stores, motion picture theatres and church, forming a community center. The fire house is advantageously placed near this point, overlooking the park and river is the community clubhouse. The section of the development east of the central park contains approximately 200 homes in which construction has been started. In this section two additional streets are to be built.

In the location and design of homes due attention has been paid to the aesthetic as well as the physical welfare of the workers. The auditorium for the workers who are to occupy them. Every house fronts on a wide, tree shaded street and building plots are at least 50x100 feet, giving ample space for

RESIDENTS OPPOSE
OPENING OF GARAGESay It Would Endanger Lives
of School Children

At its meeting in Room 819, Manhattan Building, Tuesday afternoon, the Board of Appeals will hear the application of James J. Shea, owner, to permit the conversion of a five-story structure at 117 and 119 West Forty-sixth street into a garage. The property is located in a section which the Building Zone Commission has restricted to business and is directly opposite Public School 87.

There is great opposition to the proposed conversion. Joel de Feilding, speaking for the people of Forty-sixth street, says the application should be denied because of the proximity of the public school. The block is cut off every day as a public school street. Policemen, also monitors appointed by the school, are required to look after the safety of the school children under present conditions. Mr. de Feilding says that the number of guards is hardly sufficient now, and if the public garage is opened the children will be in great danger.

Application for permission to convert the old stable into a garage was first made on Dec. 2, 1914. It was withdrawn on April 3, 1917. Request to reopen it was made on Sept. 17, 1918, and argued on Sept. 24. It was laid over to secure the opinion of the Corporation Council, who on Dec. 10 suggested the reopening of the case.

REAL ESTATE JOTTINGS.

Theodore A. Kavanagh, of the office of John J. Kavanagh, was the broker in the sale of 62 East Eighty-second street for Dr. Charles Schram to Dr. Howard Lillenthal.

Frank A. Walker, member of the Brooklyn Real Estate Exchange, who has been associated with A. Mitchell Palmer as acting manager of the real estate department in charge of the real estate belonging to alien enemies, has tendered his resignation, which was accepted. He will reenter the real estate business in Brooklyn.

Hellner & Wolf and Benjamin Mordecai were the sellers of the block front on Avenue C between 18th and 19th streets to Frederick Brown, reported yesterday. The property was held at more than \$100,000.

Spicer & Co. announce that Zoltan Friedmann, for many years with Frederick Fox & Co., Inc., will hereafter be associated with the firm.

The 132 West Seventy-second Street Corporation has been formed at Albany, with a capital of \$100,000 and J. F. Keough, H. B. Kirland and C. McMillan as directors. The company will take over the property at that point, which consists of a five-story building on a lot 25x100 between Columbus avenue and Broadway. Title to the parcel stands in the name of Catherine Hayward.

PROSPECTS GOOD FOR
STATEN ISLAND TUBEMayor Promises Action Soon—Tunnel Will Benefit Whole City, Says
Borough President

The United Citizens Committee of the Borough of Richmond has been organized to solve the transit problems which confront the people of Staten Island. It consists of 110 men and women, one person for each thousand of population, including representatives of organizations, industries, occupations and localities, with thirty-two public officials as ex-officio members and eleven newspaper men.

In addition there are sixty-two women members of the committee. The members were selected by C. D. Van Name, president of the Borough of Richmond, Louis I. Tribus, president of the Staten Island Chamber of Commerce, and Dr. Louis A. Dreyfus, president of the Staten Island Civic League. The organization of the committee was perfected at a meeting held Friday night in Borough Hall, St. George, with Mr. Tribus as chairman and William Wirt Mills secretary.

Three different tunnel routes and a bridge are among the suggestions advanced to give relief to the Borough of Richmond. One tunnel would connect Staten Island and Elizabeth, N. J., a second would connect with the Fourth Avenue subway at Bay Ridge in the Borough of Brooklyn, while the third tube under discussion would be a "direct" route to the Battery, Borough of Manhattan. Another suggestion which the committee will consider is a bridge between Staten Island, Robbins Reef, Red Hook Island, Ellis Island and Manhattan Island, with piers in the Red Hook and shoals to provide terminal facilities, of which there is great need. Still another suggestion is a bridge or tunnel to Bayonne.

Staten Island to-day has a population of 110,000. Its beautiful highlands, embracing among them the highest land along the Atlantic coast, offer superior residential possibilities, while the deep water around the island affords opportunities for the development of great shipyards and terminals. There are sixty square miles of area in the island and it is declared that if proper transit facilities are provided to connect with a metropolitan borough Richmond will grow to a population of 1,000,000, and that Greater New York will be enriched by this great development of what is now largely unimproved although very desirable property.

Ferries Too Slow.

The present state of affairs, which is greatly deplored by the people of Staten Island, is fairly set forth by Borough President Van Name. He says: "Municipal ferriesboats, when completed in 1905, were the finest in the world and for a number of years made the trip between the landings in St. George and the Battery in fifteen minutes, but the boats now, with one exception, are

so run down that they do not make the trips inside of thirty minutes. This is a setback of eleven minutes each trip for the thousands of commuters. No money has been spent in the development of the ferryboats, terminals or equipment. No new features have been added, years. Requests have been made by the people of the Borough of Richmond, but they have been denied.

See light on the subject in what Mayor Hylan has said to me in recent conversations on the subject. He has gone so far as to promise that the subway proceedings will be commenced very soon.

The former administrations have treated Staten Island as a stepchild, especially the Mitchell administration, which seemed to think that Staten Island is a back yard. Newport of New York. It was the home of one of the original railroad builders, Cornelius Vanderbilt. Commodore Vanderbilt made his start here with the operation of a ferry between Staten Island and New York, and he built the marginal railroad. He lived here, and his old home still stands.

Many Natural Advantages.
The growth of Staten Island is steady. There has been an increase in population in spite of all the handicaps. Natural advantages favor the island as a place of residence and also as a place of business. Parts of the island afford views of the city of New York, and to travel many miles to get in Switzerland. There is less malaria here than in Manhattan. The mosquito pest has been reduced to a minimum through the elimination of swamps, the work of Dr. Alva H. Doty. You can ride all day in an automobile over different beautiful roads on Staten Island.

"There are moral and social advantages to be gained by residence here as against residence in a crowded section like New York. The benefits to children growing up cannot be figured in dollars and cents. Human beings are the result of environment. Proper environment makes proper people."

"Staten Island is a community of homes, but it also has large manufacturing interests. The water front has been developed by private enterprise. Now the city also proposes to undertake to build fifteen new piers, to be located between Tompkinsville and Clifton, to relieve the port situation of New York. Great shipyards have sprung up in New York Bay, at Mariners Harbor, employing many thousands of men. Among these are the Standard Shipbuilding Corporation, the Staten Island Shipbuilding Corporation and the Downer Shipbuilding Corporation, which are constructing and launching great steel freighters; the Johnson Shipbuilding Corporation, the Brewer Shipbuilding Corporation, the MacDonnell Shipbuilding Company, which are making wooden ships."

LOFT BUILDING SALE.

Samuel and Elias Kemper purchased from the Scamman Bank for Savings the six-story loft building at 127 to 133 West Seventeenth street, on plot 9032. The property was held at \$125,000. The brokers were Dwight, Archibald & Perry.

SALES IN BROOKLYN.
Bullock & Horton Company sold 240 Eighty-eighth street, a two-story two-family dwelling, 20x100, for Henry M. Bicknell to Mrs. Anna Jacobson.

H. J. Sforza sold for Rufus T. Griggs seven two-story two-family houses, each on lot 20x100, at 1214, 1216, 1222, 1224, 1226, 1230 and 1234 Bay Ridge avenue.

Frank A. Seaver & Co. sold the dwelling at 1248 Fifty-first street, Dyker Heights, for the Moody estate to a client for occupancy.

ATTENTION TURNS TO
DOWNTOWN TRADINGWeek's Transactions in City's Lower
Section Reflect Great Trade
Expansion

With speculative activity providing the necessary spur to trading the sales reported for last week were greater in volume and general interest than for any similar period during the past three years. Most impressive, however, to the student of market conditions, was the broadening tendency which manifested itself in a diversity of transactions, involving every conceivable type of property, from the moderate priced tenement to the downtown skyscraper.

Nor was any quarter of the city denied a share in the general activity, although the downtown section—and more especially the financial district—claimed the lion's share of attention because of the evidences there of the tremendous expansion in trade, which is forcing banks and business concerns to seek permanent and enlarged homes.

The most recent of these evidences was the acquisition by the Royal Bank of Canada of the fifteen-story building at 63 William street, in which the bank has leased several floors up to the present. Another instance in which a new office building was to be found in the transaction through which Norton, Lilly & Co., steamship owners and agents, purchased the old building at 25 Beaver street, sold to the steamship concern by the Twenty-eight Street Corporation, a subsidiary of the Stock Quotation Company.

Interest along the same line also attached to the agreement made by J. & W. Seligman with Wilcox, Beck & Hughes, marine insurance agents, by which the latter are to become the owners and occupants of the eleven-story Seligman Building at 11 William street, between South William and Stone streets. In this case too the prospective purchasers have occupied large space in the building which they contemplate buying, but the accession to their business has likewise compelled an extension of quarters.

The reported sale of Jewellers Court Building, at 31 and 33 Maiden lane, gave rise to much speculation as to the possible purchaser, but the lack of detail concerning this transaction makes it impossible to estimate the significance of the deal.

NORTHWEST PROPERTY SOLD.

Still another sale was recorded in the downtown section yesterday, this particular transaction involving the two four-story buildings at 118-120 Fulton street, which were sold by the Charles Hartman Realty Company, through William H. Whiting and Company. The name of the purchaser was not revealed. The property covers a plot 60x52.

The selling concern is a holding company for the interests of the late Charles F. Hartman, who, with his brothers, conducted a popular eating place in the Fulton street premises for over twenty-five years. Charles Hartman, head of Nothing Brothers, as the corporation which operated the restaurant was known, died in 1913 and the business, which was established was thrown into bankruptcy several years later.

The purchaser of the property was

Artistic Effect Is
Gained Through
Use of Refuse
Brick Laid in Ir-
regular Bond by
Unskilled Hands

to form the charm of texture and color. But—and it is a very important "but"—from the standpoint of the architect—this use of imperfect and therefore costly material must be devised, controlled and explained by one who knows how, and that of course means the capable architect. In other words the artisan and craftsman of the old days have disappeared. Then it was the mason, the carpenter and the joiner, who selected and placed the design and who wrought the individual something that gave the crude material a soul. But he didn't work for a union those days, and he wasn't even as fashioned by his hand and not at a factory.

To return again to the practical, the architect points out the simplicity of all the details in the early English types which call for no multitudinous details such as the classic Georgian and Colonial works demand. Form, mass, line, color, texture—these are the foundations of the charm in the earlier English work, and ornament of every kind, except in isolated cases, is superfluous.

The minimum of wood is used on the exterior and hence there is little to paint year after year except the porch and frames, and even these should be metal if the architect's advice is followed.

CHAMBER TO HOLD BANQUET.

"Reconstruction" Will Be Theme
at Annual Dinner on Feb. 20.

The eighth annual dinner of the Chamber of Commerce of the Borough of Queens will be held on Thursday evening, February 20, in the grand ballroom of the Hotel Biltmore. "Reconstruction" will be the keynote of the banquet and this will be the subject of an address by William H. Wilson, Secretary of the United States Department of Labor, who will be the guest of honor.

John M. East, Chairman of the Chamber committee. He says that it will be a notable occasion not only for the members of the Chamber of Commerce, but also for every one with business interests in Queens Borough. The committee is planning to make this the largest and most interesting dinner of Queens business men ever held. A complete list of the speakers and guests, which will include men of national prominence, will be announced shortly.

TRADES HOUSE FOR TAXPAYERS

The Edmund Realty Company sold to Frederick Brown yesterday the two-story building at the southeast corner of 18th street and Third avenue. One of the buildings is two stories high and the other is one story. They were built in 1880 and are now used as accommodations for a pool room. The aggregate rental earned by them is \$14,000 a year and the owner, Mr. Brown, is a Real Estate Company at a value of \$145,000. J. Clarence Davies was the broker.

In part payment Mr. Brown gave a residence in East 17th street. This property is valued at \$25,000 and is free and clear.

BUYS CONCOURSE APARTMENTS.

A client of Richard R. Schaefer purchased the large apartment house at the southeast corner of Bedford road and the Grand Boulevard and Concourse known as 2180, 2182 and 2184 Grand Boulevard, at Concourse. They were held by the Edmund Realty Company at \$350,000, and constitute what is said to be one of the most valuable pieces of real estate property in The Bronx north of 142nd street.

The property has a frontage of 227 feet on the Concourse and 110 feet on Bedford road, with a sufficient dimension of 125 feet. The property contains ninety apartments and shows an annual rental of \$18,000. They were assessed at \$250,000 and sold for \$350,000. The buyer apartment house, which was acquired by Frederick Brown a few months ago, are opposite Wehrheim's department store and about 200 feet from the plot upon which E. P. Kuntz will begin the construction of a new theatre within the next week.

This is an automobile centre and the corner is believed to have a great future. The new owner will make extensive alterations in the houses.

PINEHURST AVENUE DEAL.

McDowell & M. Mahon sold for the Service Construction Company, H. M. Birch, president of the company, a half-story apartment house known as 72 and 74 Pinehurst avenue, between 158th and 159th streets, on lot 100x110. The house are arranged in a U-shape and have an annual rental of \$23,000. They were built in 1914 and were held at \$155,000. The sale was a cash transaction.

LEASED FOR \$600,000.

The C. & L. Lynch Company leased the northeast corner of Broadway and Eighteenth street, a three-story taxpayer, size 100x100, from Julia Schwarz for a term of twenty years at an aggregate rental of \$600,000. Upon obtaining possession, the lessees will make extensive alterations to cost \$2,000,000, and open a restaurant to have a seating capacity of 250. This will be the eighth restaurant of the C. & L. Lynch Company to the city. J. M. Schwarz was the broker in the transaction. Jacob Wain represented Julia Schwarz and Abraham Wilton represented the C. & L. Lynch Company.